(ACI). Besides, DGCA has approved a total of 26 flying training institutes (including IGRUA) for imparting Commercial Pilot Licence (CPL) training.

Opening of Bidar airport for civilian air services

912. SHRI JANARDHANA POOJARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the State Government of Karnataka has requested the Centre to permit operation of civilian aircrafts at the airports at Bidar and Karwar which are currently under the Defence Ministry; and

(b) if so, the details of each proposal and Centre's response thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) (a) Yes, Sir.

(b) Airports Authority of India (AAI) carried out inspection of proposed site of Naval Airort at Karwar and gave the suggestion for Runway alignment and additional land required for providing Runway suitable for operation of civil flights. AAI has also carried out inspection of Bidar Airforce Station alongwith State Government and Airforce officials for initial feasibility and site inspection of Civil Enclave at Bidar. Feasibility report has been submitted to Government of Karnataka to obtain NOC from Ministry of Defence and availability and handing over of the required land to AAI free of cost for the establishment of Civil Enclave at Bidar.

Development of unused airstrips

†913. SHRI PYARELAL KHANDELWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that some States have such airstrips which are not used;

(b) if so, the details of such airstrips, State-wise;

(c) whether Government have formulated any scheme for the development of such airstrips; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL) (a) Yes, Sir.

(b) The State-wise details of such airstrips are as follows: Andhra Pradesh–6, Arunachal Pradesh–1, Assam–7, Bihar–22, Gujarat–11, Jammu & Kashmir–8, Jharkhand–3, Chhattisgarh–2, Maharashtra–7, Mizoram–1, Rajasthan–18, Orissa–18, West Bengal–16, Madhya Pradesh–11, Punjab–5, Haryana–1, Tamil Nadu–2, Meghalaya–1, Karnataka–5, Manipur–2, Uttar Pradesh–4, Tripura–1, Nagaland–1.

(c) and (d) The Airports Authority of India (AAI) have decided to take up developmental works in coordination with the State Governments at some of the

†Original notice of the question was received in Hindi.

unused airstrips. This would facilitate air connectivity to small cities. The non-operational airports at Akola, Coochbehar, Cuddapah, Kolhapur, Mysore, Sholapur, Warangal, Surat and Gondia are being developed on the request of airlines and State Governments.

New airports

914. SHRI DWIJENDRA NATH SHARMAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of proposals received from the various States including North-East Region for development of airports under the schemes during the last three years;

(b) the details of each of such proposals;

(c) the details of proposals sanctioned by Government; and

(d) the specific reasons for delay in sanctioning the remaining proposals?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) 25.

(b) The proposals involve construction/development of airports at Visakhapatnam in Andhra Pradesh; Shimoga, Bijapur, Gulbarga, Hassan and Karwar in Karnataka, Kannur in Kerala, Chennai in Tamil Nadu, Itanagar and Tawang in Arunachal Pradesh, Chiethu in Nagaland, Pekyong in Sikkim, Kokrajhar in Assam, Greater Noida, Agra in Uttar Pradesh, Ajmer (Kishangarh) and Kota in Rajasthan, Halwara in Punjab, Surankote and Kishtwar in Jammu and Kashmir, Durgapur in West Bengal, Sindhudurg, Shirdi, Chakan and Navi Mumbai in Maharashtra.

(c) (i) Greenfield airport at Pekyong, Sikkim at an estimated cost of Rs. 320 crores has been approved.

(ii) In principle approval has been accorded to a new international airport at Navi Mumbai through Public Private Partnership (PPP).

(iii) Greenfield airport at Mopa (Goa).

(d) Reasonable time is required to examine such proposals from the viewpoints of traffic potential, commercial viability, technical clearance of sites, demand from airlines etc. before they are approved.

Functioning of low cost carriers

915. DR. K. MALAISAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the desirability and workability of the entry of low cost carriers;

(b) the air traffic in India being covered and served by low cost carriers;

(c) the mechanism to monitor their services and style of functioning by Government in the interest of passengers,: and

(d) whether in the wake of several private air services entry in India followed by better services, punctuality, will it not be a serious threat to Indian and Air India?